

keep current the basic highway information now being assembled.

Co-operative steps should be taken by the various groups of highway officials to keep up to date all highway maps and data developed from the present planning surveys. This objective may be easily attained by the interchange of highway information at periodic intervals by governmental units.

The ultimate function of the various state highway-planning survey departments should be to provide and make available highway factual services necessary for logical highway planning.

OBJECTIVES OF THE INDIANA SOCIETY OF PROFESSIONAL ENGINEERS

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The Indiana Society of Professional Engineers is the agency in this state of the National Society of Professional Engineers. The National Society was organized in 1934 to deal with matters concerning the welfare of the engineering professions, and maintains offices in Washington, D. C. The Indiana Society was organized in January of 1937 and has concerned itself strictly with welfare matters and the development of a "professional consciousness" among the engineers of Indiana.

We leave to the so-called "Founder Societies" the task of disseminating current engineering literature and encouraging the advancement of science. We feel that they have done an excellent job of that in the past and can continue so to perform in the future. However, we feel that they have left much to be desired in the promotion and safeguarding of welfare. That is a field near to the hearts of many and the one to which we are dedicated. Our organization differs from most others in that we operate through our local chapters: local chapters are organized at various strategic points to handle local problems and co-operate with and through our state society.

By "professional consciousness," we mean the determination on the part of the engineering group so to conduct themselves that they will both obtain and deserve public recognition as a profession. Your attention is called to the fact that both the medical and legal professions are built about their legal status. No doctor will represent himself as such, offer to practice, or obtain recognition from a fellow physician, if he has not passed his State Board Examination and is not licensed to practice in the state. The lawyer occupies a similar position with reference to the bar. In the matter of their professional organizations, both the American Medical Asso-

ciation and the American Bar Association operate as local groups and state and national societies. There we have our pattern, and we know with what degree of success it can operate.

SOME ACCOMPLISHMENTS

To indicate the work of the Indiana Society of Professional Engineers during the past year, I should like to review the highlights of the officers' and committees' reports presented at our Annual Meeting in Indianapolis on December 10, 1937. That meeting was attended by some 400 professional engineers.

The secretary reported that he had handled some 6,000 pieces of mail in addition to his general duties as secretary. He is a voluntary worker. The treasurer reported a balance of \$941.64 on December 9, 1937.

The Committee on Ethics and Practices reported the development of a Code of Ethics and Practices that had been adopted by the society and placed in the hands of the entire membership.

The Legislative Committee reported that it had approached the Indiana delegation in the U.S. Congress on various matters concerning the engineer and had obtained reasonable assurance of proper consideration. They also requested that our own legislative program be formulated well in advance of the next session of the Indiana Legislature.

The Enforcement Committee reported the handling of some thirty enforcement cases, many of them minor ones, but a few with major involvements. They reported all cases settled satisfactorily except three that had been filed as complaints with the Registration Board.

The Public Relations Committee reported on their efforts to obtain favorable publicity for the engineer and his work. This Committee also publishes a monthly news letter that keeps the membership advised of the society's activities.

The Membership Committee reported the acquisition of some 400 members and prospects for a continued growth. The Chapter Activities Committee reported on the organization of the Calumet Chapter at Gary and of the St. Joseph Valley Chapter at South Bend. Prospects for early development of a chapter at Fort Wayne were reported, in addition to interest indicated at Terre Haute, Lafayette, and Evansville.

The Rules Committee reported on the examination of chapter constitutions and by-laws for the government of the society.

A number of special committees reported a vast volume of work. These committees consisted of the Committee on Study of State Highway Commission, the Committee on City Engineer Affairs, the Stotsenburg-Fritz Memorial Committee, the Committee on County Engineer Affairs, the Committee on

Building Codes and Building Regulations, and the Committee on Contacts with Registration Board.

In order to review our history and indicate our aspirations, I should like to review my own report at that meeting.

In the course of a single calendar year, the Indiana Society of Professional Engineers has come into being and developed into the largest single technical membership and activity in the State of Indiana. This phenomenal growth is not the result of propaganda or promotion, but rather the result of the combination of a vehicle that met a real need of a great profession and the confidence and untiring efforts of a faithful membership. This is a fitting time to review our lowly beginnings and to trace our development through this eventful year.

The Executive Committee of the Indiana Engineering Society had been seeking ways and means to arouse more interest in organization. At its call, a group of men assembled on the night of January 8, 1937, at the Lincoln Hotel, Indianapolis, to meet with Willard Conlon, Secretary of the National Society of Professional Engineers. Engineer Conlon explained the aims and purposes of the National Society and requested us to form an Indiana Chapter.

After much discussion, a temporary organization was formed with a membership of 13 engineers; and the following temporary officers were selected: Sultan G. Cohen, President; J. V. Smythe, Vice-President; and H. O. Garman, Secretary-Treasurer. Committee assignments followed shortly thereafter and the work was under way.

These temporary committees worked with enthusiastic fervor. Vice-President Smythe headed a membership drive and drew on the entire membership for help. We are still enjoying the impetus of that successful campaign. Engineers Hallett, Kellam, and Brossman produced a constitution that was promptly adopted by the organization and accepted by our National. Engineer Frank Hardy and his committee acted as watchdog during the legislative session that was in progress at the time we organized. Engineers Burkle, Payne, and Broecher engaged in a publicity campaign that brought results. Engineers Carter, Garman, and others initiated an enforcement activity that bore fruit. Engineer Brunisma headed a chapter activities group that brought us our first local chapter. Engineers Carter, Harr, and Hadley, acting as a nominating committee, conducted an election that resulted in our permanent organization in May of this year.

To continue the work of our organization, all standing committees were appointed at the May meeting. Several special committees have since been appointed, as the occasion arose. The chairman of each committee reported its activity to you during the annual meeting. Those reports will show our net accomplishment for the year.

Early in the year, affiliation with the Indiana Engineering Council was accomplished. By this affiliation, we are in a position to coordinate our efforts with other engineer organizations and avoid the pitfalls of petty differences within the profession. This "united front" acquired sufficient respect from our state administration to obtain an appointment to the Engineers' Registration Board in accordance with our joint recommendations. To date, the council has seen fit to support every position taken by our organization, and we in turn have added our strength to that of the council.

Our monthly meetings have been a series of packed halls. Your enthusiastic interest has made accomplishment possible. Your support has been an inspiration to your officers and committees that brought out their best efforts. Continue that support and we will make some new and pleasing history.

Our work is barely started. There is much to be desired in the field of enforcement. Our law is a strong one, but the lethargy of the past is difficult to overcome in a short while. A vigorous enforcement program, in the future, will do much to clarify our professional status and earn our profession the public respect that it deserves.

We need an educational program to acquaint engineers of the state with our registration law and the obligation of engineers in industrial employ to register. There is still a majority who are convinced that the law only applies to engineers in public employ. Those men need education rather than punishment.

I am convinced that we can never attain our maximum in usefulness to the profession until we can afford the luxury of an executive secretary who can devote his entire time and energy to our affairs. There are now two possibilities of early realization of that ambition. The Indiana Engineering Council and each of the founder societies have voiced a similar desire and indicated a willingness to co-operate in a financial way to that end. Also the Registration Board has generously offered us a limited use of their office facilities and employees. Our registration income is amply sufficient to cover all our needs, if we can convince the state administration that the profession is entitled to the benefits rather than the general fund.

We have awakened and aroused a professional consciousness that leads us to new horizons. We have barely felt our own strength. Our continued growth, combined with a continuation of the enthusiasm and interest of the past year, opens the way to a future of unlimited possibilities. Therein lies the challenge. Are you satisfied with the status of our profession? Is the engineering profession worth our united and best efforts? Where do we go from here?

This organization needs the support of every county engineer in Indiana, and I believe each of you needs this organization.

I would like to close with a quotation from a recent address delivered by the President of our National Society:

It is the engineer who must remove from the profession its incubuses and its parasites. It is he, also, who must bring about a better understanding between the public and the profession. He alone can eliminate misunderstanding and misapprehension and in the doing thereof benefit himself and remove a peril to society. And when one drives an evil from the state, he "better his own sphere, hands down his name, pleases mankind, nature, and his God," and that is the most that any man can do.

THE FARM-TO-MARKET FEDERAL ROAD PROGRAM

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Just what do we mean by farm-to-market roads? Section 7 of an act approved June 16, 1936, commonly known as the Hayden-Cartwright Act, authorized to be appropriated to the several states, to be apportioned and expended under the provisions of the Federal Highway Act of 1921, as amended and supplemented, the sum of \$25,000,000.00 for the fiscal year ending June 30, 1938, and a like amount for the fiscal year ending June 30, 1939, provided that the sums authorized be applied to secondary or feeder roads, including farm-to-market roads, rural free delivery mail roads, and public school bus routes.

The Federal Highway Act requires the Secretary of Agriculture to prescribe and promulgate all needful rules and regulations for the carrying out of its provisions. In compliance with this responsibility, the Secretary of Agriculture caused to be prepared and approved on February 9, 1937, certain basic rules and regulations for carrying out the provisions of the secondary or feeder-road legislation. Under these regulations, the following definition was given:

"Secondary or Feeder Roads" shall mean roads outside of municipalities, except as hereafter provided, which are not included in the Federal-aid highway system, and shall include farm-to-market roads, mine-to-market roads, rural free delivery mail roads, public school bus routes, and other rural roads of community value which connect with important highways or which extend reasonably adequate highway service from such highways, or which lead to rail or water shipping points or local settlements. The limitation with respect to roads within municipalities shall not be construed to prevent improvements into or through small municipalities when such improvements are necessary for continuity of service.